



Summary of Analysis and Preliminary Plan



Lincoln/Lancaster
Multi-Modal
Transportation Study

Lincoln/Lancaster Multi-Modal Transportation Plan Study Overview

- Focus of the study is to identify realistic means for expanding travel, mobility, and accessibility opportunities within the City and County by supporting alternative modes of transportation.
- At the same time the study must consider and acknowledge the community's current dominant mode of travel, the auto, while seeking greater usage of alternative modes.

Challenges for Multi-Modalism

- Majority of people drive today (81% Single Occupant Vehicle when traveling to work)
- Lancaster County has shortest commute trip of 231 largest counties in the United States (15.8 minutes)
- Overall density concerns

Transit Overview

- 21 fixed routes plus demand-responsive service
- 89% of population within ¼ mile of transit
- 88% of employees within ¼ mile of transit

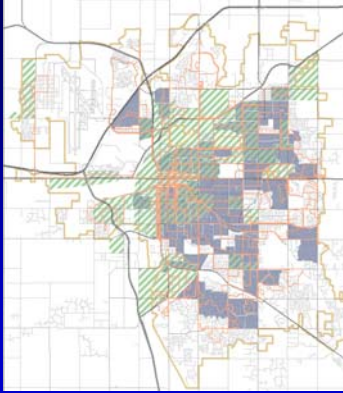
Transit Overview

- 56 full-size coaches and 9 vans
- \$7.3 million operating expense
- 1.6 million passengers
- 18% farebox return
- No Sunday or evening service

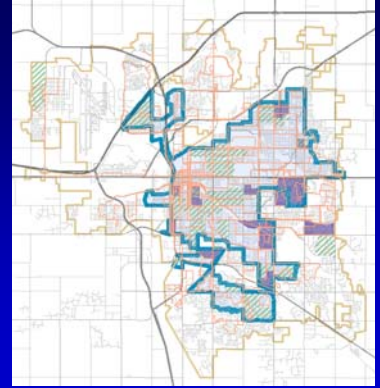
Transit Market Analysis

- Primary markets:
 - University students, faculty and staff
 - Young and old
 - Low-income population
- Primary service areas:
 - High-density land uses
 - Low-income concentrations.

Higher Density and Low- to Moderate-Income



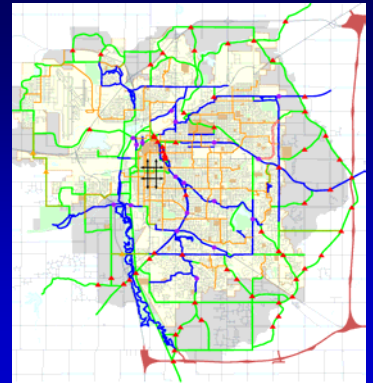
Youth, Student and Elderly Markets



Bicycling

- Trail system is very strong
 - 90+ miles
 - Numerous bridges
 - Expansion plans
- Trail system weaknesses
 - Highly radial
 - Trails do not reach Downtown; key links soon to be completed. Issue to be studied with Downtown Plan

Trail System



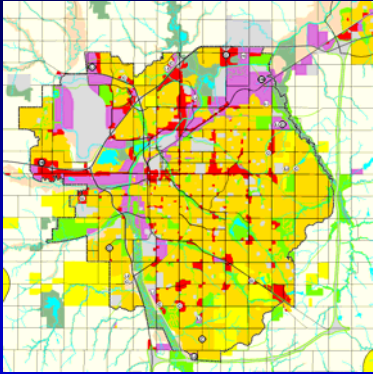
Walking

- Strengths
 - Sidewalks on both sides of nearly every street
 - Interconnected street system provides walking opportunities
 - Trail system: popular for recreation
- Weaknesses
 - Long distances to most destinations

Land Use

- Low to moderate density
- Few mixed- or multi-use nodes that are dense, diverse and walkable – characteristics supportive of transit
- Commercial and multi-family housing areas not presently designed to promote transit, bicycling or walking

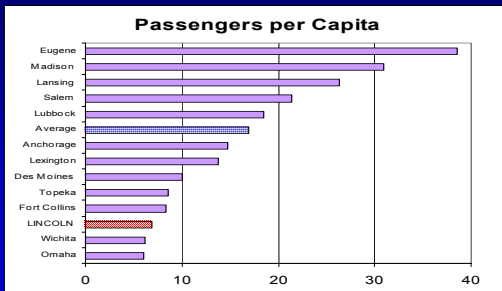
Current Land Use Pattern



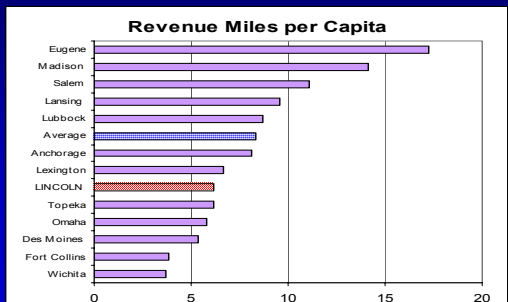
Peer Group Analysis

- A Peer Group is a set of *similar* cities
 - Population
 - Land area
 - Population density
 - State capital (often)
 - Major university

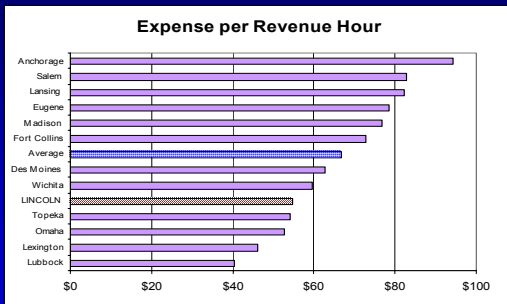
Bus Ridership is Low per Capita



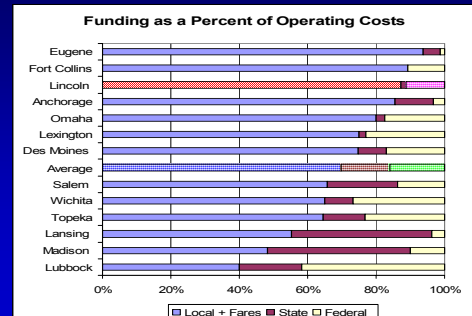
Bus Service Provided is Low per Capita



Bus Operating Cost is Low



Local Contribution is High



The Lincoln Comprehensive Plan

- **The Plan:** calls for the Multi-Modal Transportation Study to be done
- **Trend:** no increase in density; assumed continuation of auto dominance
- **Nodes Needed:** Plan calls for this; are the tools available to accomplish this?
- **Opportunities** for multi-modal efforts created by increase in population base

Long-Range Transportation Plan

- **Multi-Modal:** emphasizes balancing auto travel with transit, bicycling and walking
- Transit-supportive development
- More development in “centers” and “districts”

Population Forecast, Year 2050

- **Lincoln:** 475,000
- **County:** 525,000

Land Use and Transit Connection

- Recent street pattern limits trails and transit
- Few dense nodes to support transit
- Antelope Valley creates opportunity

Public Opinion Survey

- Likelihood to consider alternative transportation to work or school:
 - Bus: 42 %
 - Bicycle: 30 %
 - Walk: 51 %
- Walking distance to the bus stop more important than service frequency

Public Opinion Survey

- Possible changes with most influence on bus riding:
 - No bus transfer needed
 - High gasoline prices
 - Bus time equal to driving time
 - More frequent buses
 - Evening service

Public Opinion Survey

- Importance of urban design that supports alternative forms of transportation:
 - Very important: 53 %
 - Somewhat important: 38 %
 - Total: 91%

Conceptual Alternatives

1. Maintain Current Trends
2. Improve Travel Choices
3. Become the Community's Second Car
4. Dedicate the Community to Alternative Transport

1: Maintain Current Trends

- Very little change would be expected in Lincoln's travel picture. Nearly all travelers in Lincoln who have a choice of travel modes will opt for the automobile, and public investments and policies will continue to support that choice most strongly.
- Lincoln will develop in the same manner as it has the past few decades. Modal choice will expand as opportunities arise.

2: Improve Travel Choices

- Alternatives to driving alone will become a viable choice for an increasing percentage of the population as public investments and policies are adjusted to gradually shift habits and perceptions.
- Lincoln will be acknowledged as a competitive and progressive mid-sized city, able to provide a range of options in movement, neighborhoods and work settings.

3: Become the Community's Second Car

- Lincoln will evolve toward a community in which riding the bus, bicycling and walking are common and acceptable means of travel because of changes sustained over many decades.
- City form will gradually be reshaped with more and better transit-friendly nodes and centers. Lincoln will be a leader in providing a travel options that are attractive substitutes for driving.

4: Dedicate the Community to Alternative Transport

- Lincoln will re-create itself as a community built around transit, bicycling and walking. Transit investments will be significantly increased, and urban form will be guided to reinforce that effort.
- Lincoln will emerge as a model of sustainable community planning with a transit system that is more attractive than driving. New patterns of city development will help make those changes possible.

Examples of Transit Subjects to Be Addressed

- Fixed-route service
- Funding
- Demand-responsive service
- Carpools and van pools
- Intelligent transportation systems
- Intercity transit service
- Light rail transit and bus rapid transit
- Transit-preferential features
- Hubs

Preferred Alternative

- Task Force is concentrating on Alternative 3: Become the Community's Second Car as a benchmark
 - May include some concepts and policies from Alternative 2: Improve Travel Choices
 - Increased level of service will bring with it increased costs

Cost Considerations: Capital

- Annual transit capital costs would double during 15 year "ramp up" period :
 - \$1.82 million per year to \$3.63 million per year in capital costs to attain 80% increase in service
 - 70 new buses at \$260,000 each; 5 Handi-Vans at \$155,000 each
 - \$4 million for new bus garage; \$4 for multi-modal center in Downtown
 - Potentially 80 percent funding from FTA
- Trails and pedestrian projects would increase
 - \$280,000 per mile for 10' bike trail
 - \$66,000 per mile for 5' sidewalk

Cost Considerations: Operations

- Additional transit operating costs:
 - \$550,000 increase each year in operating costs to attain overall 80% increase in service by end of 15 year "ramp up" period
 - \$110,000 per year cost to operate each additional bus and van purchased
 - Local funding would have to cover most of these added costs
- Local funds for additional trails and sidewalks maintenance, rehabilitation, and replacement

Next Steps

- Finalizing preferred alternative and policies to be included in the final Multi-Modal Transportation Plan
 - Transit Oriented Design (TOD)
 - Downtown Multi-Modal Transportation Hub
 - Transit Authority
 - Transit Demand Management (TDM) and Multi-Modal Advocate
 - Multi-Modal Partnership with UNL

Next Steps

- Special transit services review
- Bike lane study
- Task Force meetings:
 - March 9, 2004
 - April 13, 2004
 - May 11, 2004
 - June 8, 2004
- Final report to the Mayor by July 2004



Summary of Analysis and Preliminary Plan

Lincoln/Lancaster
Multi-Modal
Transportation Study

